

FLIGHT

The
AIRCRAFT
ENGINEER
&
AIRSHIPS

First Aero Weekly in the World

Founder and Editor: STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

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DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:—

1926

May 30	.....	Gordon-Bennett Balloon Race, Antwerp.
June 11	.....	Independent Force (R.A.F.) Dinner Club Annual Re-union Dinner, Connaught Rooms, Great Queen Street, Kingsway.
June 11-13	.....	Belgian Light 'Plane and Touring Aeroplane Competition.
June 12	.....	Inst. Ae.E. visit to Croydon Aerodrome.
July 8-24	.....	Royal Tournament, Olympia
July 9-10	.....	King's Cup Race, Hendon.
July 11-27	.....	German Seaplane Competition at Warne- munde.
Aug. 9-15	.....	French Light 'Plane Competition.
Sept. 10-17	.....	Two-Seater Light Aeroplane Competition, Lympne.
Sept. 18	.....	Grosvenor Challenge Cup, at Lympne.
Oct.	.....	Schneider Cup Race at Norfolk, Virginia, U.S.A.
Nov.-Dec.	.....	Paris Aero Show.

EDITORIAL COMMENT.



So, after all, the airship, and the semi-rigid airship at that, has proved itself an effective craft for journeys over polar regions. It may even be that by their cruise Captain Amundsen and his companions have demonstrated that the airship is an effective craft for polar exploration, but at the moment it is not possible to form an estimate of the degree to which the journey just successfully accomplished approached to real exploration. As a hasty survey of the strip of the polar basin within sight of the course followed by the *Norge*, doubtless the flight has provided a good deal of information. One fact has been stated over and over again—presumably as the outstanding piece of knowledge gained by the trip—namely that the air travellers saw no land. On the face of it, we do not know that the world is very much better or worse off for that knowledge, since even if it had been discovered that the polar basin were solid with platinum, for instance, the finding of that precious material would hardly revolutionise the world. By establishing the fact, however, that there is no land to be found, perhaps others may now be spared from further adventures to discover terra firma in the unknown wastes of the north, and thus the flight may, at any rate, have had that one practical result.

As we have said, it may be that it was found during the trip that the airship does provide a means for exploration under Arctic conditions, but so far there is no indication that this was so. All that can be stated at the moment is that the airship enabled a very gallant company to traverse and survey thousands of square miles of regions not previously seen by the eye of man, and to ascertain that within the belt which came under observation, no land was found. It can also be said that by no other means could this end have been accomplished, and to Captain Amundsen and those of his companions who had previous experience of arctic and antarctic travel, it must have been a revelation to find themselves being transported across the vast ice fields without physical

effort on their own part, and they may be assumed to have drawn comparisons between this mode of travel and that employed by Amundsen when he visited the South Pole. There can be very little doubt, however, that the trip by air can hardly have afforded the same opportunity for intimate study as did the old fashioned dashes with sleds and dog teams, and it would seem likely that unless and until an airship can be moored or anchored, and its crew descend on to the ice, spending hours, and perhaps days, in one locality, taking soundings, measuring temperatures, ascertaining the rate at which the ice is drifting, and the thousand and one other things which constitute real scientific exploration, the airship can at best afford only a means of surveying, in a somewhat sketchy manner, regions otherwise difficult or impossible of access. And after all, that in itself is no small accomplishment, and should be as much as the supporters of aviation could expect.

Concerning the lessons, from an aeronautical point of view, to be learned from the cruise of the *Norge*, doubtless there will be several when the full story of the flight comes to be told. Already it emerges that the flight has demonstrated the capacity of an airship of the semi-rigid type to make a very protracted cruise under extremely unfavourable (as compared with conditions in Europe) climatic conditions. It has almost come to be regarded as gospel that for really "serious" work there is but one type, the rigid, and accordingly during the last few years the non-rigid and semi-rigid types have not been developed as they might have been. When looking to the future, it would seem that there has been a tendency to disregard altogether these types, and to regard the word "airship" as being synonymous with "rigid airship." It may well be therefore that the cruise of the *Norge* will cause a revival of the semi-rigid type. A few enthusiasts, notably Commander F. L. M. Boothby in this country, still maintain their faith in the semi-rigid, and they are justified in taking the *Norge* achievement as a definite proof of the correctness of their contentions.

It will be observed in the brief accounts which have so far reached this country, that the main trouble during the flight, which occurred towards the end of the trip, was due to ice being flung off by the propellers and causing punctures of the ballonets and fabric covering. It would appear that a similar trouble in the case of a rigid airship, bristling with girders, might easily have resulted in very serious structural damage. In the "*Norge*," however, all that happened was that a number of holes required patching, and it is worth noting that it was not until no more materials were available for patching, that the airship was compelled to descend, some 90 miles short of her destination, at Teller.

After the descent, another feature of the semi-rigid type came prominently to the front: the airship was

deflated on the ice at Teller, and it is being packed in cases, to be sent home to Italy. A rigid which had been compelled to land under similar conditions might quite conceivably have become a total wreck, even if the crew could have been saved, and certainly there would have been no possibility of dismantling it and sending it home.

Altogether the flight, apart from the very gallant effort which it represents, and which reflects the very greatest credit upon the crew and upon all who were connected with the undertaking, may be said to have formed the complete vindication of the semi-rigid airship, at any rate, up to the size of the "*Norge*." We believe we are correct in saying that the designer of the airship, who was on board throughout the trip, the famous Italian engineer Nobile, is a believer in the practicability of considerably larger airships of similar type, and, as far as can be gathered at the moment, nothing occurred on the polar flight to give cause to alter that view. Our very heartiest congratulations to all concerned. The effort was an international one, the countries taking the greater part being Norway, Italy and the United States of America.

♦ ♦ ♦

The Miniature Reserve

It will be recollected that one of the reasons for the formation and Government subsidising of the light 'plane clubs was the desire to form a small reserve of pilots. During the great strike just terminated, the light 'plane clubs were given an opportunity to prove themselves deserving of this Government support, and, let it be said at once, they rose to the occasion right nobly. We are fortunate in having been able to persuade Commander Perrin, Secretary of the Royal Aero Club and of its light 'plane London section, the London Aeroplane Club, to write the story of the strike activities of the southern section. As Commander Perrin was in charge of the organisation, he is in a unique position to know the whole of the facts, and in this week's issue he gives what we think will be found to be a very fascinating account of the work done. The amazing capabilities of the de Havilland "Moths," with their "Cirrus" engines," to go anywhere at any time in any weather has been demonstrated over and over again, although in this connection one should not forget the pilots who flew the machines, and to whose determination to "get through," a very great deal of the success is, of course, due. In next week's issue of *FLIGHT* Commander Perrin will, it is hoped, give a more statistical account of the work accomplished, such as mileages flown, hours of flying, etc., which, taken in conjunction with his account in the present issue, should serve to give readers a convincing picture of the manner in which the club came to the assistance of the country in a time of great stress.



NOTICE.

Owing to the General Strike, delay in the printing of "*Flight*" each week necessarily follows. Each issue weekly will, however, be completed, thus forming an unbroken weekly aeronautical record, and each issue will be distributed as speedily as the unprecedented circumstances will permit.—The Publishers.

AMUNDSEN'S POLAR FLIGHT

Airship "Norge's" Successful Journey over the North Pole

As briefly reported in last week's issue of *FLIGHT*, Capt. Amundsen's Arctic expedition started from King's Bay, Spitzbergen, in the airship "Norge," at 10.10 a.m. on May 11. This week we have to record the news that the expedition has safely and successfully accomplished its mission, having flown over the Pole and across the remainder of the unknown Arctic regions to Alaska, a distance of some 3,000 miles, in 71 hours.

At the moment full details of the flight have not yet come to hand, but from the reports so far available it would seem that this second effort of Amundsen's has not been without its thrills. When the airship and its crew, with Sig. Nobile (its designer) at the helm, departed from King's Bay weather conditions were excellent, and with a light following wind good progress was made towards the Pole. They passed Danas Island just before noon, the "Norge's" speed up to then being in the neighbourhood of 70 m.p.h., and the temperature some 13° F. below freezing.

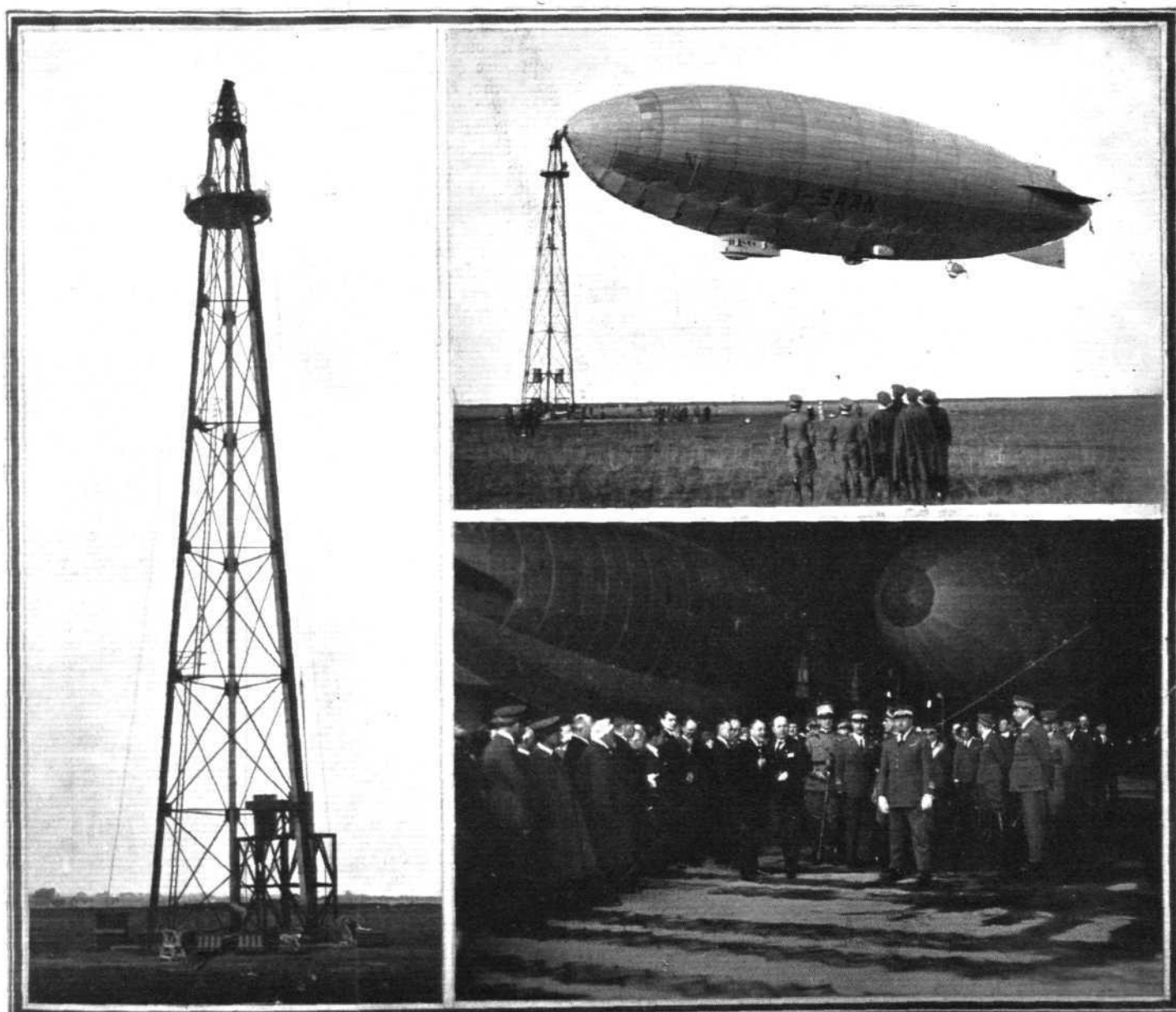
As they progressed northward the weather continued bright, but the temperature was now some 18° below freezing point, and the airship's speed was reduced to 60 m.p.h. At about 1 p.m., when some 600 miles from the Pole, seals were sighted on an ice-pack 1,800 ft. below, and a little later on some polar bears were spotted. No land was sighted, only ice, broken now and then by ice lanes. By 5 p.m. they were

350 miles from the Pole, and there was a mild wind from the south—speed still 60 m.p.h. and altitude about 2,000 ft. There was still no sign of land, but the ice was observed to be cracking. By 10 p.m. they were but 130 miles from the Pole, and were now feeling the cold (temperature, 22° below freezing point!). There was a slight head wind, which reduced the "Norge's" speed to 40 m.p.h., but the sun was still visible through light clouds and some fog was encountered. They were now flying at nearly 3,000 ft., and when about 60 miles from the Pole, at midnight, the fog increased and observations were difficult.

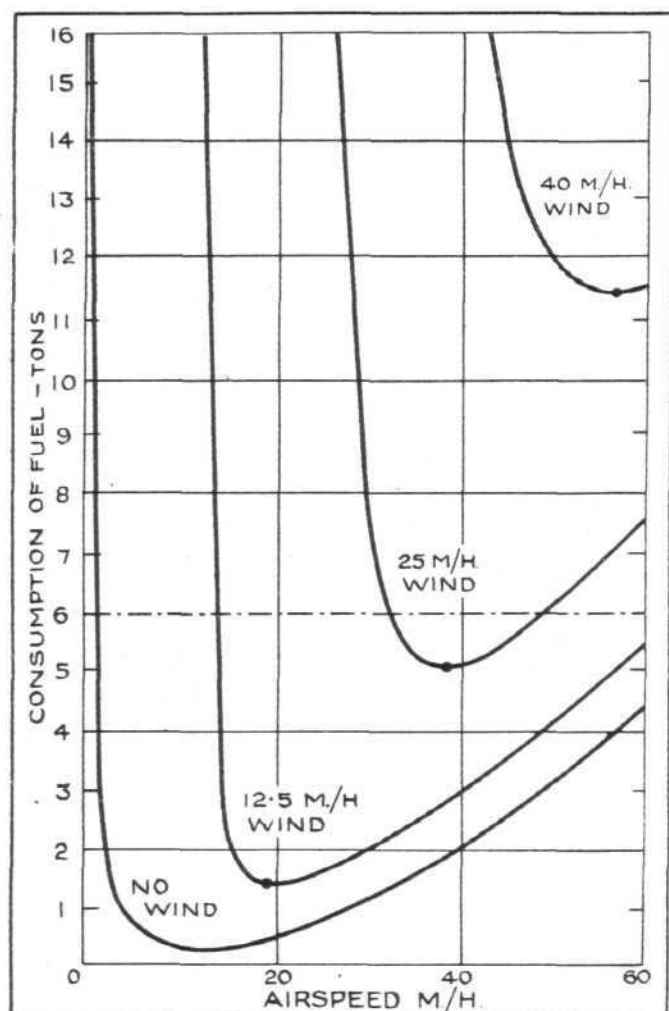
During this time, it should be noted, the "Norge's" position was constantly checked by wireless. The Pole was reached at about 2 a.m., May 12, and the "Norge" descending to a few hundred feet of the ice, three flags—Norwegian, American and Italian—affixed to steel-pointed rods, were dropped respectively by Amundsen, Ellsworth and Nobile. As the flags fell, and eventually stuck in the ice, the crew stood with bared heads.

At the conclusion of this remarkable ceremony, the "Norge" circled round the Pole and took the necessary observations, then the ship was headed for Point Barrow, and the second stage of the flight commenced.

This latter stage, over some 2,000 miles of absolutely unknown regions, proved to be much more exciting than



AMUNDSEN'S FLIGHT TO THE POLE.—Above we show, on the left, the Mooring Mast, specially designed for the "Norge" one being erected at Rome, and another at Oslo. On the right (top) the "Norge" is shown moored to the mast at Rome. Below is a photograph taken in the airship shed at Rome on the occasion of Signor Mussolini's visit prior to the start of the Expedition.



AMUNDSEN'S FLIGHT TO THE POLE : The above diagram shows the petrol consumption, for varying wind velocities, of the "Norge" on its trip from Spitzbergen to Alaska.

the first portion of the flight, especially towards the end. Except for a few small rocky islands, it was ascertained that there is no land in this vast expanse (known as Beaufort Ocean) between the Pole and Alaska. Nor is there any land at the Pole itself, but much open water was, however, observed. Thus, it has now been clearly established that there is no new continent near or at the North Pole.

During the first portion of the return trip conditions were not so bad, and flying high, they made fairly good progress, and for a time kept in touch with civilisation by wireless. Later, however, fog and thick clouds were encountered, and the "Norge" tried various altitudes from time to time in order to find better conditions. Wireless communication, also, more or less failed—hence the absence of news in the outside world after the reports of their arrival over the Pole.

It was on Thursday, May 13, however, when Point Barrow was first sighted, that the real "fun" began. With thick clouds above and fog below they had great difficulty in keeping a course. If they went down low, snow was encountered; on the other hand, when they flew higher, hoar frost settled on the sides of the ship. Some of this ice fell off, and caught by the propellers, was shot through the envelope, and the crew was kept constantly at work repairing the damage with patches. Nevertheless, a certain amount of gas was lost, but they managed to continue. Then conditions improved slightly, and they crossed the Alaska coast near Point Barrow. Thence they followed the coast line towards Bering Straits. Now they experienced more trouble—bad visibility and great risk of colliding with the high mountains of Alaska. Then they ran short of patching material! But the ice "bombardment" continued, so, having sighted Bering Straits, it was decided to land as soon as possible.

Thus, at 8 a.m., May 14, they landed at Teller, 90 miles from Nome, their actual destination. When low over Teller, the anchor and landing ropes were dropped, and a member of the crew descended by parachute to direct the landing of the airship. This was more or less safely accomplished, and the airship was deflated and packed up for transport to America. Later, members of the expedition proceeded by launch to Nome, where they received an enthusiastic reception.

In spite of this hurried conclusion, however, the Amundsen Arctic Expedition has been entirely successful, whilst it has certainly proved to be a triumph for the semi-rigid airship "Norge"—many of its designer's claims for this type having been vindicated.

R.A.F. Cairo-Cape-Cairo Flight

THE four R.A.F. Fairey 111D biplanes (Napier "Lions"), under Wing-Comdr. C. W. H. Pulford, continue to make steady progress on the return flight from Cape Town to Cairo—thence, probably, to England. On May 19 they arrived safely at Mongalla.

Spanish Flight to Manila

CAPT. LORIGA, one of the three Spanish pilots who were making a flight from Madrid to Manila, is, it appears, safe. It will be remembered that he failed to reach Macao and was missing for several days. Apparently, however, he was picked up by a Portuguese gunboat, and the latest news to hand is that both he and the second Spanish pilot, Capt. Gallarza, reached their destination, Manila, on May 13.

Another Pinedo Flight

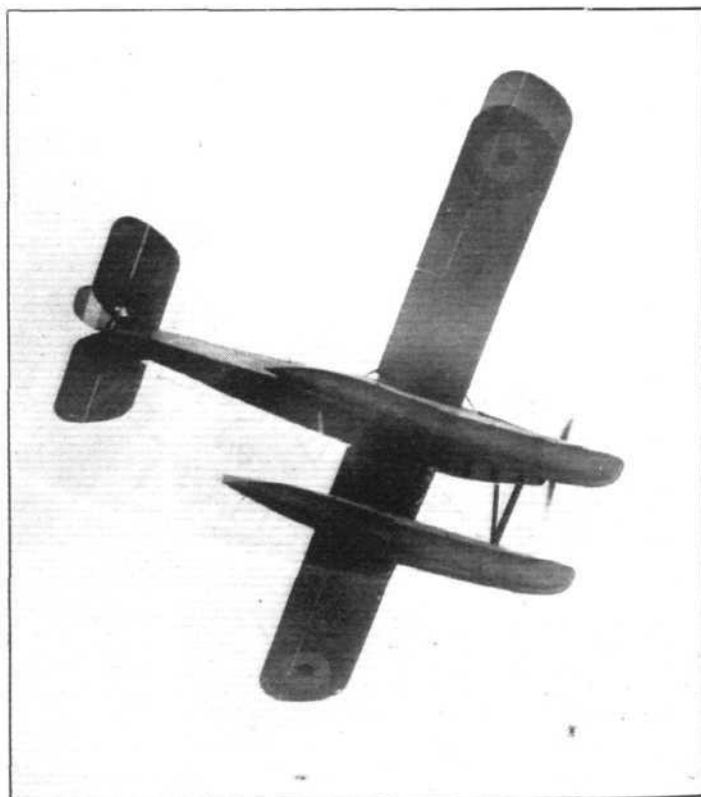
It is reported that Marquis de Pinedo, of Rome-Tokyo-Rome flight fame, intends to attempt a flight round the world.

Danish Tokyo Flight

ONE of the two Danish pilots who set out from Copenhagen on March 16 to fly to Tokyo, Lieut. Herschend, who crashed *en route* between Rangoon and Bangkok on April 4, has started on his return home by air. He left Bangkok on May 11, and by May 17 he had reached Baghdad, having thus covered 4,375 miles in seven days.

Lisbon-Azores Flight

THE Portuguese pilot Lieut. Moreira and his companion, Lieut. N. Teixeira, who are flying from Lisbon to the Azores in a Fokker seaplane, left Madeira on May 9 on the last stage of their journey, but, running short of fuel after 10 hours' flying, they were compelled to come down in the sea near St. Miguel. A Portuguese destroyer, however, towed the seaplane safely into Villafranca, whence the airmen hoped to proceed by air to Ponta Delgada, 12 miles distant.



AN "EEL'S-EYE VIEW" OF THE D.H.50 SEAPLANE: In this photograph the shape of the Duralumin floats may be seen. Note the rounded bows and sharp heels.

AIR TRANSPORT IN THE STRIKE

By LIEUT.-COMMANDER H. E. PERRIN

(Secretary of The Royal Aero Club)

THERE was no greater menace of the general strike than the attempt to suppress the newspapers, and there is no finer story than the way in which those papers, by ceaseless labours and at enormous cost, succeeded in defeating the strikers, and in printing and distributing emergency sheets which, with their reassuring news, did more than anything else to steady the public nerve, and to encourage the community in its fight against anarchy.

But though the newspapers overcame mechanical difficulties with extraordinary ingenuity, and made an immense use of motor transport, the success they achieved would have been impossible had it not been for the speed of the aeroplane.

The part aviation played in breaking the strike forms, in fact, one of the finest pages in British aerial history, and it should have a lasting influence for good upon the development of flying in this country, and more especially upon the progress of the light aeroplane clubs.

Imperial Airways, troubled by no withdrawals of labour, expanded its services instantly and did vital work in relieving the congestion to and from the Continent. The Royal Air Force, in mail-carrying, patrols, and other tasks, did the splendid work one might expect of it; while, last but certainly not least, the Royal Aero Club, beginning with the services of a single "Moth," organised so swiftly an aerial delivery of newspapers that, by the time peace came, I found myself controlling on behalf of the Club a fleet of nearly 30 machines, operating from various centres, and which flew with loads of papers a total distance not far short of 50,000 miles.

This really amazing story opens on May 3, the first day of the strike. Realising that the rush on the Continental routes would make a heavy call on all available machines, I telephoned to the *Daily Mail* and explained to Mr. Goudie, one of their directors, that three "Moths" of the London Aeroplane Club would be available for aerial transport purposes.

The immediate result was that Mr. G. T. Whitcombe, one of our instructors, had the task of flying to Woodford, near

Manchester, carrying as his passenger Mr. Beattie, one of the directors of the *Daily Mail*, who had to reach their Manchester offices with the least possible delay. That journey accomplished, the machine on its return to London carried out the first task of newspaper distribution, delivering copies of the *Daily Mail* at Lichfield, Stoke, Stone, and Macclesfield.

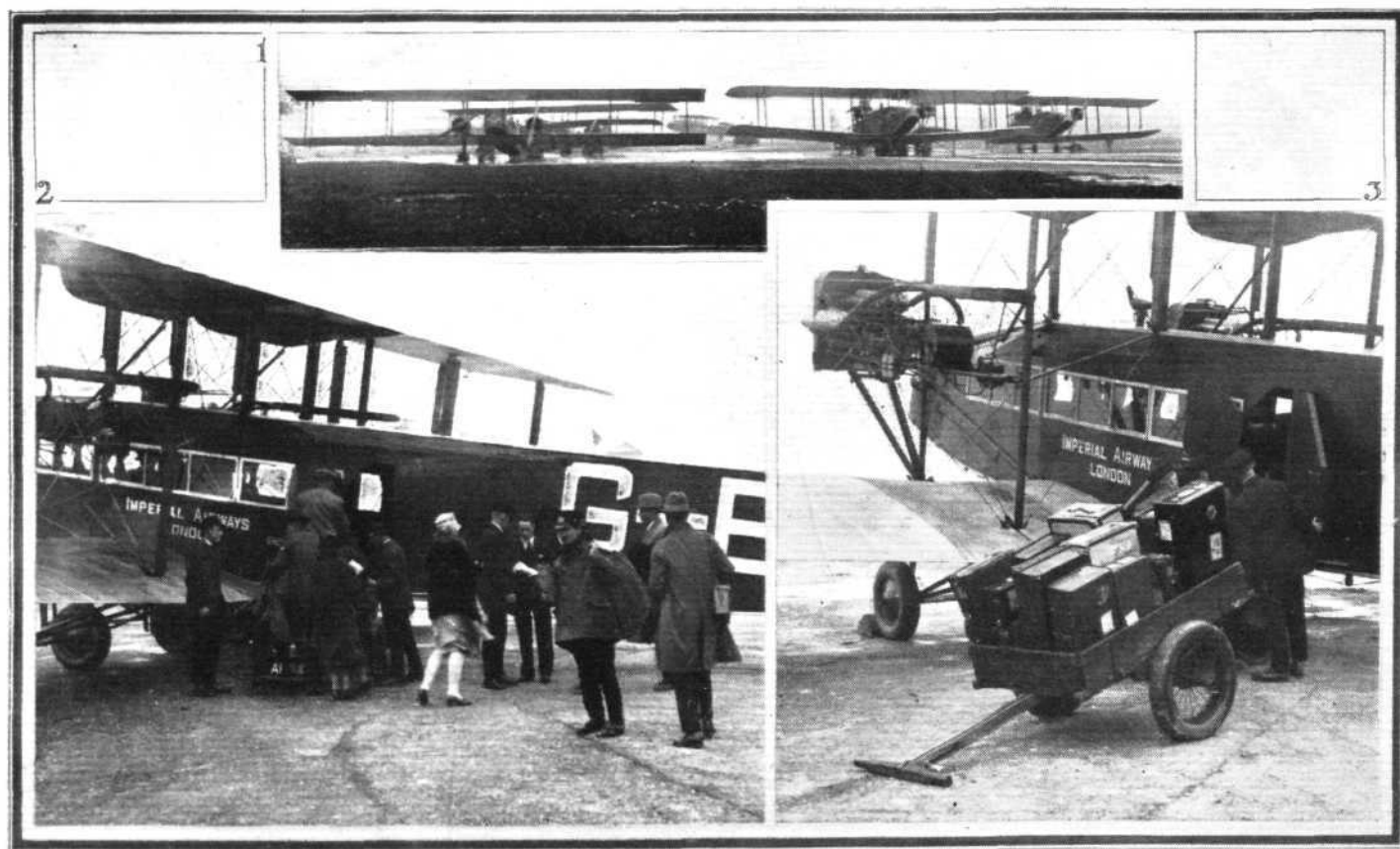
By Friday, the 7th, the *Daily Mail* had devised a system whereby copies of the paper printed at their Paris offices were air-borne in big Paris-London 'planes to the Lympne air station, near Hythe, and they asked me to send machines down to Lympne to pick up the papers there and fly them up to Birmingham.

Two Club "Moths," one piloted by Mr. Whitcombe and the other by Capt. F. G. M. Sparks, undertook this task, but fearfully bad weather beat them down at Kenilworth and Leamington, where the papers were distributed instead of in Birmingham.

Next morning Mr. Valentine Smith, circulation manager of the *Daily Mail*, rang me up to say that the aerial delivery system from Lympne was to be greatly amplified, and he asked me to dispatch to Lympne, for this purpose, every machine I could lay my hands on.

In addition, therefore, to the two "Moths," I secured the services of Mrs. Elliott-Lynn with her privately-owned "Moth," and also three D.H.9's of the De Havilland Company, flown by Messrs. F. T. Courtney, C. D. Barnard, and R. W. Reeve.

All these machines arrived at Lympne on Saturday afternoon, and Mr. R. A. Loader, of the De Havilland Company, went down there as transport officer of this emergency service. That same afternoon our 'planes delivered papers at Norwich, Brighton, Gosport and Bournemouth. In the early hours of the next morning great quantities of the *Daily Mail* reached Lympne by air from Paris, and our machines effected immediate distributions to Brighton, Gosport, Bournemouth and Birmingham. All the pilots got back to Lympne again that evening.



[“FLIGHT” Photographs]

CROYDON DURING THE STRIKE: The general strike resulted in a vast increase in the air traffic between Croydon and the Continent and a great number of extra machines were called into service. Above are shown: 1, a line-up of machines, among which may be recognised two Farman “Goliaths,” a Spad, and two Handley-Page W.10’s. 2, passengers emplaning in a W.10, and 3, a quantity of luggage being loaded for Paris.

In the meantime, increasing our fleet, I had taken over two Avros of the Southern Aviation Company, flown by Messrs. R. H. Leavy and H. Lawson.

On Sunday, the 9th, this augmented fleet flew 3,500 miles, delivering many thousands of papers to Birmingham, Portsmouth, Norwich, Bournemouth, and Brighton. On that day, too, I had yet another machine—a D.H.9 from A.D.C. Aircraft, Ltd.—fitted with one of the new 330 h.p. "Nimbus" engines and piloted by Mr. H. H. Perry.

That day, in addition to all the places previously mentioned, we delivered to Nottingham, Taunton, and Oxford. And again all the 'planes returned that night to Lympe.

On Tuesday, still working from Lympe, we covered all the previous ground with the addition of Brooklands and Cambridge.

On Wednesday, still functioning with absolute reliability, although weather conditions which were most adverse had been encountered, our fleet repeated all the deliveries of the previous day, with the addition of a load to Spittlegate, for Grantham. On Thursday, again without a hitch, we delivered all our loads.

Then a new demand arose. An emergency edition of the *Daily Mail* was being printed in the West of England, and there was an urgent need for distribution 'planes at Plymouth. I obtained from Mr. F. J. V. Holmes, managing director of the Berkshire Aviation Company, the use of four Avros for this purpose. These machines were flown by Messrs. Beck, Stirling, Parkinson, and Le Lu.

The distribution of this West of England edition also necessitated the establishment of another air base, and Messrs. Westland Aircraft Works very kindly put at our disposal their aerodrome at Yeovil. At the same time our delivery fleet was still further augmented, additional D.H.9's being provided by A.D.C. Aircraft, Ltd.

One of our urgent problems now was the provision of more pilots. Flying Officer N. Vincent, of the R.A.F., home on leave from Iraq, volunteered to fly one of these additional machines. Another volunteer was Mr. Leslie Hamilton. At the same time we were accorded the use of yet another aerodrome—that of the Bristol Aeroplane Company, at Filton, and, the demand for machines still continuing, the Bristol Company placed at my disposal a Puma-engined Bristol machine, which Mr. W. Uwins, their test pilot, arranged at a moment's notice to fly. Other pilots who flew this machine on numerous journeys were Messrs. P. T. Holmes and C. R. L. Shaw.

Our strength was also re-inforced by Mr. Openshaw, the Westland test-pilot, and, while referring to pilots, one should further acknowledge the assistance we received from Squadron Leader M. E. A. Wright, and Messrs. F. E. N. St. Barbe, F. D. Travers, and A. S. White. Mr. J. C. Joynt had now taken over the duties of transport officer at Yeovil. Here great numbers of the West of England *Daily Mail*, after being

rushed through the night by motor-car, arrived for widespread aerial distribution in the early hours of the morning. Many came up to London by aeroplane. Others were air-borne to destinations varying from day to day.

Cardiff, Swansea and the South Wales district were served by our newspaper-planes, getting their *Daily Mail* before 7 o'clock in the morning. Such places as Bristol and Gloucester were also on our list.

In addition to machines I have already mentioned, three Avros of the Surrey Flying Services were placed at the disposal of the *Daily Mail*, while Col. Henderson, in a D.H.9, must have flown nearly 10,000 miles in his aerial deliveries. Altogether, reckoning the craft under my personal control, and the journeys by Imperial Airways and Air Union 'planes and others, it is a fair estimate that in this newspaper transport a total distance of not far short of 100,000 miles was flown.

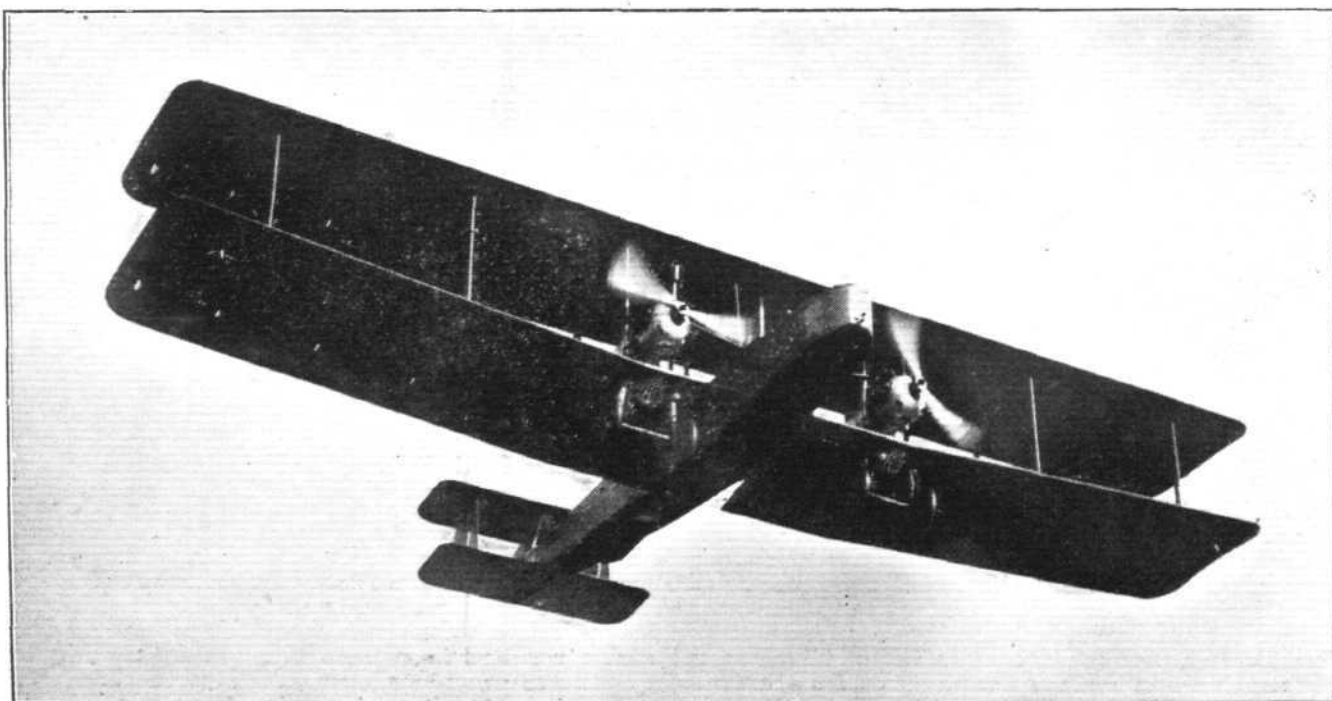
One of the chief lessons emerging from our experiences, during work never attempted on such a scale before, is the wonderful mobility of the aeroplane. Constantly, like a General Staff in war, the directors of the *Daily Mail* were extending and improving their plans, and effecting aerial distributions in wider areas. To meet their varying needs we had not only to fly long distances daily in all directions, but we had frequently to change over part of our fleet from one aerodrome to another. The Avros, for instance, would on receipt of a telephone instruction, be switched over from, say, Plymouth to Yeovil, and our squadron of faster D.H.9's sent to replace them at Plymouth. And all such re-arrangements were effected without interrupting for a moment the daily air deliveries, which began as early as 4 a.m.

It was with the same efficiency that we overcame all sorts of minor troubles. In one case, caught in a hailstorm, the propeller of one of our planes was split. By the swift co-operation of A.D.C. Aircraft and of the De Havilland Company a spare propeller was rushed down to the machine at Yeovil by air, and it was in flight again with a minimum of delay.

On one or two occasions machines which were due in Yeovil or Plymouth at 4 a.m. were not able to get away from London, where they were delivering, until 6 p.m. on the previous evening. Yet they were all in position again at the hour stated.

No praise could be too high for the skill and endurance shown by the pilots. At a moment's notice they undertook and completed without a hitch, flights over country and to destinations with which they were unfamiliar. Merely as feats of navigation many of these rush flights were extraordinarily fine. And so was the dexterity shown in alighting in, and ascending from, all sorts of temporary landing-grounds.

Of course, in such a big scheme amusing things happened. One very young aviator, who had only just taken his ticket, and who happened to be on the 'drome when the regular



"F.F.V.": A Vickers "Virginia" surveys Central London during the Great Strike.

[" FLIGHT " Photograph

pilot flying one of the machines was not available, took charge of it to fly from Yeovil to Monmouth. But where he found himself eventually was at Tavistock. On alighting, however, he acted very smartly, and soon disposed of his papers to a local newsagent, who was delighted enough to have them.

As an instance of the speed of the aeroplane, on one morning Messrs. Courtney and Hamilton, leaving Stag Lane aerodrome, Edgware, at 4.30 a.m., had delivered numbers of papers to Nottingham, and were back at Stag Lane again, before 7 a.m.

Our experiences emphasise, incidentally, the need for a more adequate official gazetteer, or some such volume, dealing not only with main aerodromes and alighting-points, but also with landing facilities all over the country on a much wider and more comprehensive scale. Our pilots in these recent flights could provide much practical information, and what is needed is a new committee to go into this question forthwith. The development of popular flying makes it one of urgent importance.

One cannot pay too great a tribute to the way in which our aeroplanes stood up to their work, enabling us to maintain 100 per cent. efficiency. The little De Havilland "Moths," with their "Cirrus" engines, emerged from the ordeal amazingly well. They flew all day and every day, combating most adverse weather, and showing their ability to get down into, and out of, all sorts of awkward and restricted spaces. Altogether, the "Moths," including those of the London

Aeroplane Club, flew more than 10,000 miles without the slightest mishap. Our Avros, too, lived up to their famous reputation, and more than that one cannot say.

Nor could we have achieved the success we did had it not been for our many D.H. 9's. They were the stand-by of our fast, long-range work. An excellent account of itself was given, also, by the Puma-engined Bristol placed at our disposal by the Bristol Aeroplane Company.

In addition to our Royal Aero Club organisation, excellent work was done by the "Moths" of the Newcastle, Lancashire, and Midland Aero Clubs. They carried newspapers and passengers in many highly successful flights.

Apart from technical and purely flying considerations, the outstanding impression of all this air work is the enterprise and determination of the proprietors of *The Daily Mail*. It was natural that, after devoting nearly £50,000 to the encouragement of aviation, they should turn to the aeroplane in this hour of need.

Finally, as a personal word, one may say that after having been for 24 hours at a stretch at the end of Mr. Valentine Smith's telephone, and also making and receiving a never-ending stream of trunk calls, at all hours of the day and night, in the movement from point to point of our fleet of 'planes, one feels now that peace has come that one is entitled to a little rest.

[In the next issue we hope to publish a detailed list of all the machines and the mileage flown by each.—ED.]



IMPROVISED TRANSPORT: These two photographs give some idea of the manner in which the Fairey Aviation Company solved the transport difficulty during the strike. Every day approximately 400 employees of the firm were transported to and from their work by lorries and trailers. One lorry, with its trailer, was carrying about 130 people on each journey.

French Competition for Multi-engined Transport Seaplanes

A COMPETITION, organised by the Aero Club of France, for multi-engined transport seaplanes is to be held in the St. Raphael-Frejus area, from July 19 to August 7 next. This competition is open to French entrants only, and the Secretary of State for Aeronautics has granted a sum of Frs. 800,000 for the purpose. Competing seaplanes must be fitted with at least two engines of a minimum total normal power of 500 h.p., whilst the tanks must be large enough to contain sufficient fuel for a flight of 500 kms. (310 miles) in a head wind of 10 metres per second (32.8 ft./sec.) at the maximum speed fixed during the tests for the airworthiness certificate—the consumption being calculated at the rate of 250 gr. (0.55 lb.) per h.p./hour at nominal power. The competition will include eliminating tests, technical tests and commercial efficiency tests. The latter will consist of covering three times daily, on four consecutive days (August 3—6), a circuit of 187 kms. (116 miles), viz.:—St. Raphael-Frejus, Cape Camarat, Cape Martin, Semaphore du Dramont, St. Raphael-Frejus. This route must be covered without intermediate landings. Penalties will be incurred should a fresh start be necessary. The winner will be decided according to the formula $\frac{QV}{C}$ where Q is the useful load, V the

commercial speed, and C the fuel consumption. Repairs will be penalised and the general classification will be got by adding the number of marks awarded for the technical tests and commercial efficiency, and deducting the penalty marks.

Belgian Light 'Plane Competition Postponed

THE Belgian Light 'Plane Competition, which was to have been held from June 11-13, has been postponed. The new dates have not yet been fixed, and will be announced later.

Spanish Prime Minister Flies

THE Spanish Prime Minister, Primo de Rivera, accompanied by his two sons, recently undertook a flight in a Junkers F.13 aeroplane from Jerez to Madrid, and was received with great enthusiasm at the aerodrome of the latter city by the Spanish Minister of War, the Home Secretary and the Air Force Chief. The Prime Minister was greatly impressed by this flight. The identical machine has been in service since 1923, when it won the Tyrrhenic Cup during a competition.

Air Accident at Upavon

REPORTS appeared in the London press last week regarding a flying accident which occurred at Upavon, stating that the accident was due to engine failure. We are informed by the Bristol Aeroplane Co., Ltd., that as squadrons of aircraft fitted with Bristol "Jupiter" engines are in use in this centre, they made inquiries regarding the circumstances of the accident, and were informed that the crash was in no way brought about by difficulty of any kind with the "Jupiter" engine fitted in the machine. As a matter of fact, the pilot landed in a bad part of the aerodrome and one of his wheels caught in a hole, which caused the machine to crash.

LIGHT 'PLANE CLUB DOINGS

London Aeroplane Club

The D.H. "Moths," which have been engaged on air transport during the strike, have now returned to Stag Lane Aerodrome, and flying instruction will be resumed at once.

The work carried out by the London Aeroplane Club D.H. "Moths" is referred to in a special article dealing with "Air Transport in the Strike," on page 295 of this issue.

The Newcastle-upon-Tyne Aero Club

Flying Report for week ending May 9.—Though this was an unsettled week as far as training was concerned, it was an important week from a general flying point of view.

The total for G-EBLX (Novocastria) was 28 hours 45 mins. and LY

villages surrounding the city. This was repeated on the second day (the 5th May). It was reported that it was very amusing to see practically the whole village turn out and run towards the area where the papers were falling, in order to obtain news of developments, wherever the papers were dropped.

Leaving the Aerodrome at an early hour on the 5th, Major Packman took Mr. Mark Fenwick to his home near Coventry, flying on LX, making the trip from Newcastle to Coventry in 2 hours 45 mins. Mr. Fenwick has advised the Club that he had a very comfortable journey, and it must certainly have been quicker and safer than if it had been carried out by road.

On returning from this trip, Major Packman piloted Mr. Ellis on the newspaper-distributing flight, and then took up Mrs. Marcks and Mr. Miesegaes each for 30 mins. instruction. Truly, a very good day's work.

On Friday, May 7, Major Packman flew to London with a full load of copies of *The North Mail and Newcastle Chronicle*, this being, it is understood, the only paper on sale in London on that day, one copy of which was purchased by the Prime Minister, and others by Mr. Winston Churchill, and several thousands of Londoners. We have no report of coals being brought to Newcastle during the strike, but papers certainly went in large quantities to London, which, apart from that distinction and the important part which the distribution of reliable reports of conditions throughout the country, by means of the papers, played, *The Newcastle Chronicle, Ltd.* and *The Newcastle Aero Club* feel very proud of their achievements.

Both machines were booked to carry newspapers on Sunday, the 9th, Mr. Baxter Ellis and Major Packman being the pilots, the journey from Cramlington to London taking exactly three hours, and the return journey three and a-half hours.

Report for week ending May 16.—The early part of the week was mainly employed in the delivery of newspapers and running the gauntlet through the mining areas between the city and the Aerodrome, as by this time the duties of the red-bodied aeroplanes had become known, and commencing Monday, members and staff, armed to the teeth with revolvers and borrowed Very light pistols, guarded the Club machines, and those of Imperial Airways, who had by this time entered into the newspaper-carrying business, from Cramlington.

Flying times were: LX 19.40, LY 22.30. Total, 42 hours 10 mins. (It is quite a coincidence that the total time was the same as for the previous week.)

Dual instruction under Maj. Packman, 15 hours 35 mins. Solo flying 8 hours. Test, 5 mins. Passenger flying, 1 hour. Newspapers, 17 hours 30 mins.

Members who flew under instruction:—Col. Sir Joseph Reed, Mrs. Marcks, Miss Leathart, Messrs. Miesegaes, Bainbridge, Dr. Dixon, Stewart, C. Thompson, Bruce, Campbell, Thirlwell, J. Bell, J. G. Edmundson, MacMillan.

Mr. MacMillan also put in a lot of solo flying, and on Saturday, May 15, completed his tests for R.Ae.C. Certificate in excellent style. Everyone is pleased that Mr. MacMillan has got through his course, as he has been all along unfortunate as regards weather, and it has become accepted that when he is coming to Newcastle very bad weather may be expected. He has persevered, however, having made the journey almost weekly from his home in Galloway, Scotland.

The following pilot members flew with passengers:—Mr. Baxter Ellis, passengers Councillor W. B. Ellis, Mrs. Wallace, Mr. P. Forsyth Heppell, passengers Capt. J. H. Boyd, Mrs. Heppell. Mr. R. N. Thompson, passengers Mr. Clarke, Mr. Lawson, Mr. McCullagh. Mr. N. S. Todd, passengers Mr. Maden, Mr. Phillips, Mr. Chamberlain.

Major Packman flew with the following as passengers:—Mr. MacKenzie, Miss Reed and Mr. Gilmore.

The last trip to London carrying newspapers was carried out by Mr. Heppell and Major Packman on Tuesday, when again excellent time was made on the journey down. One Imperial Airways machine landed at the Aerodrome on Monday night and also carried a consignment of papers.

Mr. Goodfellow brought a cargo of copies of the *Daily Mail* on Tuesday morning, on the Lancashire Moth G-EBLV, landing and unloading at Cramlington. Mr. Stack brought a further cargo on Wednesday.

Apart from financial considerations, this work has brought much prestige and a greater realisation of the importance of aircraft among the people of the district. It must be an ill wind that blows no good.

The Hampshire Aeroplane Club

The Air Council has decided to grant to the Hampshire Aeroplane Club the outstanding sixth subsidy under the Air Ministry Scheme for Light Aeroplane Clubs. Sir William Letts, K.B.E., has kindly consented to become a Vice-President of the club.

On Friday, May 7, the weekly luncheon of the Southampton Rotary Club was addressed by Mr. O. E. Simmonds, M.A., Chairman of the H.A.C. Mr. Simmonds spoke on the "Importance of the Light Aeroplane Clubs," and great interest was shown both in the details of the work being done by other clubs and in the rapid developments that are taking place in the Hampshire Club itself. The speaker emphasised the value of these Clubs not only in providing trained pilots but also in developing an air sense in our people.

A vote of thanks to the speaker was proposed by Rotarian Commander Bird. An invitation has been received from the Portsmouth Rotary Club asking that Mr. Simmonds will address them on the subject of the Club's activities, and a date is now being arranged. The Committee is most encouraged by such proofs of interest which are being received from all parts of the county.

The Committee feels that co-operation between the marine and aeronautical communities is of considerable importance, and is pleased to note that a number of the Club's members either have marine experience, or are actively engaged at the ports of Southampton and Portsmouth. It is evident that the seaplane side of the club's activities is making a very wide appeal.



A CHALLENGE CUP: Presented by H.M. King Albert of Belgium, this cup will be competed for in the forthcoming competition for light 'planes and touring aeroplanes at Brussels. The date of the competition, originally fixed for June 11, 12 and 13, is likely to be postponed.

(Bernicia) 13 hours 25 mins. Total, 42 hours 10 mins. This was made up as follows:—

Dual instruction under Major Packman, 7 hours 45 mins.; passenger, 15 mins.

Solo flying, 4 hours 20 mins.; one test, 10 mins.; newspapers and one passenger flight, 29 hours 40 mins.

The following members flew under instruction:—Mrs. Marcks, Col. Sir Joseph Reed, Mr. MacMillan, Mr. Miesegaes, Mr. Bruce. Mr. Richardson flew as passenger.

On the first day of the industrial crisis copies of the *Newcastle Evening Chronicle* were distributed from a Club machine, when Mr. Ellis, piloted by Major Packman, on LY, dropped small quantities of the paper into the

Anti-Stall Gear in Germany

MR. M. L. BRAMSON, inventor of the Savage-Bramson anti-stall gear, has been invited to read a paper on his safety device before the *Wissenschaftliche Gesellschaft für Luftfahrt E.V.* in Berlin, on May 21. Mr. Bramson has gone to Berlin by air, and has taken with him one of the anti-stall gears, which is, we understand, to be fitted to a Heinkel machine on which demonstration flights will be made during the days following the reading of the paper. At the moment it is not known definitely whether Mr. Bramson will read his paper in English or in German, but, as he is a bit of a linguist, it seems probable that he will choose German. In any case, the paper is being translated into German.

Commander Byrd's Polar Flight

COMMANDER BYRD's polar flight may be considered as a new milestone in the history of aviation. It has taught us that the impossibility of flying over some regions does not exist any more, provided one disposes of an adequate machine, as the following facts regarding the Fokker F.VII-3M have proved. When, during the memorable flight of Commander Byrd, one of the engines failed to work, Pilot Bennett proposed to alight, the ice-iles allowing a safe landing. However, Byrd had such a confidence in the capacities of his Fokker that he decided to stay in the air even on two engines. The result of the flight has confirmed that his confidence was well founded.

ANOTHER FINE PERFORMANCE BY BRISTOL "JUPITER" ENGINE

SOME little while back we published in *FLIGHT* particulars of a remarkable 25,000-mile flight accomplished by a Bristol "Bloodhound," fitted with a sealed Bristol "Jupiter" engine. We have just received from the Bristol Company some particulars of yet another splendid performance achieved by a similar engine. In this case, a "Jupiter" fitted in a Fokker air liner, belonging to K.L.M. Air Lines, recently completed 211 hours running under actual service conditions before being stripped for an examination, which disclosed equally remarkable results, as given below.

K.L.M. Air Lines have established a high reputation for the efficiency and reliability of their air services, and the fact that they have decided to use only "Jupiter" air-cooled engines in all their aircraft for the future is a remarkable testimony to the economy and reliability which they have proved by experience to be obtained with this engine.

Immediately after delivery this Bristol "Jupiter" engine was installed in the first Fokker F.VIIa type machine, which had been specially designed for the "Jupiter" engine, and bears the registration marks H-NACT. In this machine full advantage is taken of the light weight of this power unit, and the maximum allowance for the transport of revenue-paying load is ensured. The weights of this machine are as follows:—weight empty (including instruments, wireless, &c.), 1,710 kgs. (3,770.5 lbs.); pilot, petrol and oil, 590 kgs. (1,301 lbs.); revenue-paying load, 1,100 kgs. (2,425.5 lbs.); total loaded weight, 3,400 kgs. (7,497 lbs.).

It has the following performance:—maximum speed (at 1,780 r.p.m.), 195 kms. p.h. (121 m.p.h.); cruising speed (at 1,550 r.p.m.), 166 kms. p.h. (103 m.p.h.); climb with full load to 2,000 m. (6,560 ft.), 18 mins.

This machine was placed upon the regular commercial service between Amsterdam and Paris. When it had completed 211 hours 14 mins. running, according to a report received from the K.L.M. Company, it

"was still running satisfactorily but was then taken out of the machine for complete overhaul and examination."

"The engine has given full satisfaction during this period of use and had no failure causing a forced landing of the machine."

"The fuel consumption per flying hour, measured during flight, was about 95 litres (21 gals.) per hour."

"A very careful examination of the engine after stripping it down showed that the wear on the principal parts, such as cylinders, pistons, crankshaft bearings, cam gear, etc., was practically nil."

"As a whole the results both in running and in overhaul after a prolonged period of use have been very satisfying, and strengthened our opinion that we did well in standardising on the Jupiter engine for use in our commercial machines in the coming years."

These facts are of prime importance as showing the enormous progress made in the development of aviation in regard to the reliability and safety of this type of engine.



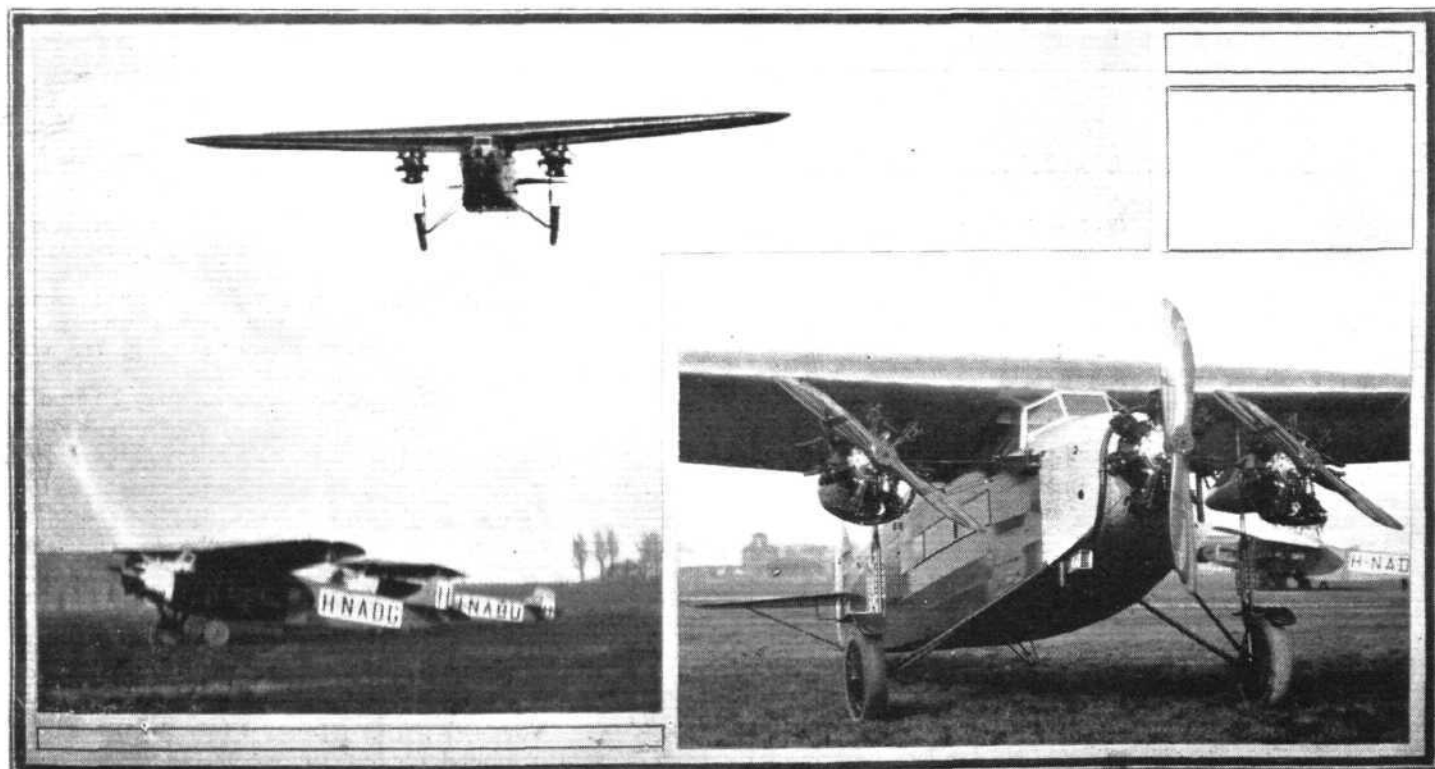
Air Ministry Helicopter Competition, 1925-26

THE Air Ministry announces:—The period in which flying machines entered for the Helicopter Competition were required to pass the prescribed tests ended on April 30, and the competition is now closed. Applications to enter machines were received from 34 competitors, but only one competitor actually sent a machine to Farnborough, where the tests were to be carried out. This machine did not, however, carry out any of the tests, and none of the prizes offered has been won. It has been decided not to renew the competition.

R.A.F. Flying Accidents

THE Air Ministry regrets to announce that as the result of an accident at Upper Caterham, Surrey, to a Gloucester Grebe of No. 32 Squadron, Kenley, on May 14, Flying Officer Basil Douglas John Broadway, the pilot and sole occupant of the aircraft, was killed.

As the result of an accident at Hinaidi, Iraq, to a Sopwith Snipe of No. 1 Squadron, Hinaidi, on May 13, Flying Officer Stuart Adolphus Young, the pilot and sole occupant of the aircraft, was severely injured, and died of his injuries on May 14.



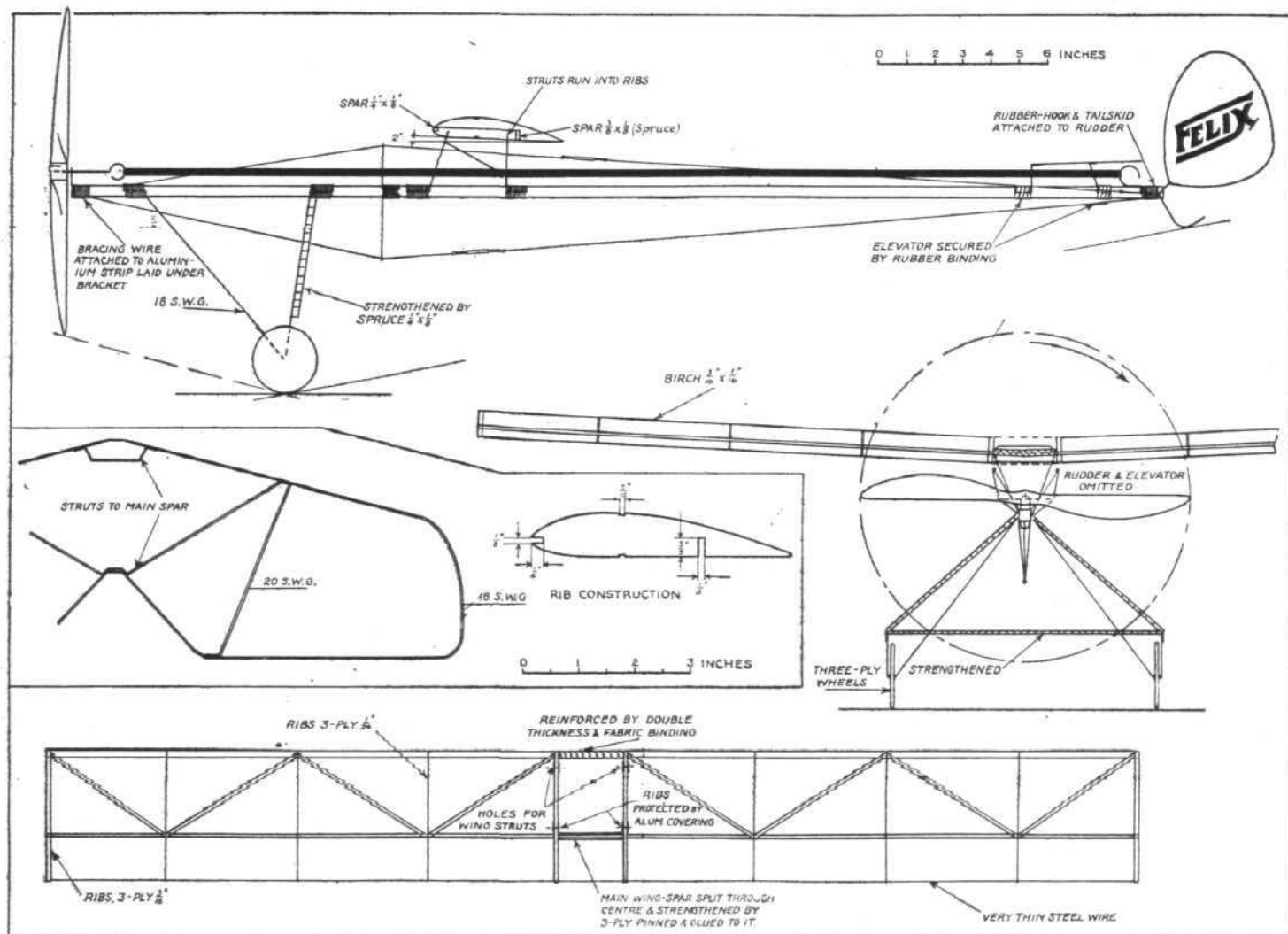
THE STRANGER WITHIN OUR GATES : Two views of the three-engined Fokker monoplane recently delivered to Martlesham Heath. It was on a similar machine that Commander Byrd reached the North Pole. The engines of above machine are, however, Armstrong-Siddeley "Lynx" radials. On arrival at Martlesham, Mijneer Grase, the Fokker chief test pilot, is reported to have looped the machine

THE "FELIX" MODEL MONOPLANE

WE give herewith some brief particulars of a successful model constructed by Mr. Van Hattum of the Hague, Holland. In designing the "Felix," as the model is named, the chief aim has been to produce a 'plane of great strength, easy to fly, and with a good performance. Thus, a double-surfaced wing—for which a suitable section giving every satisfaction had been found after much research—was adopted. The "Felix" is of the high-wing, tractor, R.O.G. type, and as the wing

3-ply, the others of $\frac{1}{16}$ -in. 3-ply. The wing is mounted above the spar by steel struts which clip into the inner ribs, and owing to their inclination to bend outwards are thus held firmly in position.

The tail plane and rudder are built-up of steel wire as usual. The undercarriage is constructed in such a way that the wheels can never come off or bend out of their position. The struts are strengthened by spruce, bound to the steel wire.



THE "FELIX" MODEL MONOPLANE: Details of a successful Dutch model designed by J. Van Hattum.

loading is somewhat high (7.5 oz. per sq. ft.) an undercarriage of extra strength has been fitted.

The "fuselage" is a light hollow spar, braced both in the vertical and horizontal plane. The wing is easily dismantled. During tests the model proved to fulfil all conditions, being very strong, and a good flyer, especially in strong winds.

The wing construction consists of one spar, $\frac{1}{8}$ in. by $\frac{1}{8}$ in. to take the lifting forces, while torsional strength is obtained by diagonal bracing. The outer and inner ribs are of $\frac{3}{16}$ -in.

The motor consists of 8 strands of $\frac{1}{4}$ in. rubber when direct drive is employed, or when a gearing is fitted 2 by 6 strands are sufficient to take the model into the air.

The main characteristics of the "Felix" are:—span, 3 ft. 4 ins.; length of spar, 3 ft. 4 ins.; supporting surface, 1.33 sq. ft.; total weight, 10 ozs.; wing loading, 7.5 ozs. per sq. ft.; average duration, 30 seconds.

Further details regarding its construction may be seen in the accompanying drawings.

ROYAL AERONAUTICAL SOCIETY

Official Notices

Wilbur Wright Memorial Lecture.—The title of the Wilbur Wright Memorial Lecture, which is to be delivered by Mr. F. W. Lanchester, Honorary Fellow, at 6.30 p.m., in the Library at 7, Albemarle Street, on May 27, is "Sustentation in Flight."

The gold medal which has been awarded to Mr. Lanchester by the Royal Aeronautical Society will be presented to him at this meeting by Air Vice-Marshal Sir Sefton Brancker, who will take the Chair.

J. LAURENCE PRITCHARD,
Hon. Secretary.



Society of Model Aeronautical Engineers

Owing to the strike, it was impossible to hold the Pilcher Cup and K. & M.A.A. Cup competitions arranged for May 8. These two competitions have, therefore, been postponed until May 29, at 3.30 p.m., at Wimbledon Common. The Model Engineer Cup No. 1 competition for "wing only" models and the Novices' competition will be held at Sudbury on May 22, as previously arranged.

Independent Force (R.A.F.) Dinner Club

The eighth annual reunion dinner of the Independent Force (R.A.F.) Dinner Club will be held at the Connaught Rooms, Great Queen Street, Kingsway, on June 11, at 7.45 p.m. Air Chief Marshal Sir H. M. Trenchard, Bart., G.C.B., D.S.O., will preside, and it is hoped that Group-Capt. H.R.H. the Duke of York, K.G., K.T., G.C.V.O., will be able to attend.

THE ROYAL AIR FORCE

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Air Vice-Marshal H. R. M. Brooke-Popham, C.B., C.M.G., D.S.O., A.F.C., to R.A.F. Depot, Uxbridge, Supernumerary, 3.5.26.

Wing Commander H. L. M. Brock, D.S.O., to Station H.Q., Catterick, to command, 8.5.26.

Squadron Leaders: T. G. Bowler, to R.A.F. Depot, Uxbridge, on transfer to Home Estab., 14.4.26. J. O. Andrews, D.S.O., M.C., to R.A.F. Staff College, Andover, 30.4.26. R. Halley, D.F.C., A.F.C., to R.A.F. Depot, Uxbridge, 1.5.26. K. M. St. C. G. Leask, M.C., to R.A.F. Depot, Uxbridge, 25.5.26.

Flight-Lieutenants: G. F. P. Warren, to R.A.F. Depot, Uxbridge, on transfer to Home Estab., 14.4.26. C. Hanson-Abbott, to R.A.F. Depot, Uxbridge, on transfer to Home Estab., 14.4.26. P. E. Gwyer, M.B.E., to Sch. of Tech. Training (Men), Manston, 9.5.26. C. S. Richardson, M.B.E., to Aircraft Depot, Iraq, 23.4.26.

Flying Officers: R. J. Copley, to Home Aircraft Depot, Henlow; 8.13.26. W. H. Stiles, to R.A.F. Depot, Uxbridge, on transfer to Home Estab.; 2.4.26. H. V. David, to R.A.F. Depot, Uxbridge, on transfer to Home Estab.; 21.4.26. E. F. Haylock, to R.A.F. Depot, Uxbridge, on transfer to Home Estab.; 6.4.26. R. D. V. Howard to R.A.F. Depot, Uxbridge, on transfer to Home Estab.; 5.4.26. G. J. Gaynor, to R.A.F. Depot, Uxbridge, on transfer to Home Estab.; 2.4.26. A. G. Moon, to R.A.F. Depot, Uxbridge, on transfer to Home Estab.; 2.4.26. T. B. Bruce, M.C., H. M. S. Wright, and J. H. McC. Reynolds, to Station Flight, Duxford; 1.5.26. C. F. Roupell, to No. 3 Sqdn., Upavon; 4.5.26. F. W. M. Matthews, to R.A.F. Cadet College, Cranwell; 1.5.26. J. W. Bell, to Air Ministry; 9.4.26. H. E. E. Weblin to No. 8 Sqdn., Iraq; 11.4.26. H. S. Hobby, M.C., to Aircraft Park, India; 24.3.26. A. D. Davies to No. 28 Sqdn., India; 24.3.26. A. C. Lamb, to R.A.F. Cadet Coll., Cranwell; 3.5.26. A. F. Scroggs, to Central Flying Sch., Upavon; 20.4.26. F. W. M. Matthews to remain at No. 3 Sqdn. Upavon, instead of to R.A.F. Cadet Coll., Cranwell, as previously notified.

Flying Officers: S. H. Reynolds, to No. 1 Stores Depot, Kidbrooke, 18.5.26. (Hon. Flight-Lieut.) R. Kennedy to Sch. of Naval Co-operation, Lee-on-Solent, 17.5.26. N. S. Paynter, to No. 31 Sqdn., India, 21.4.26. J. G. Western M.B.E., to No. 28 Sqdn., India, 7.4.26. L. T. Kerry, M.C., to R.A.F. Depot, Uxbridge, on transfer to Home Estab., 8.5.26. F. C. T. Rowe, to R.A.F. Depot, Uxbridge, on transfer to Home Estab., 7.5.26. F. W. Moxham, to Aden Flight, 21.4.26.

Pilot Officers: E. J. Ellis, D. C. Sherman, and W. A. Shorten, to Aircraft Depot, India; 12.3.26.

Pilot Officers: W. T. Holmes, to No. 60 Sqdn., India, 19.4.26. L. B. McGovern, to R.A.F. Depot, Egypt, 29.4.26.

Stores Branch

Flight-Lieutenant W. R. P. Allen, to No. 47 Sqdn., Egypt, 15.4.26.

Flying Officer N. W. Keey, to No. 31 Sqdn., India, 20.4.26.

Medical Branch

Squadron Leader H. L. Burton, M.B., to R.A.F. British Hospital, Iraq, 28.3.26.

Flight Lieutenant (Hon. Sq. Ldr.) F. W. Squair, M.B., T.D., to H.Q. Wessex Bombing Area, Andover, 28.4.26. R. L. C. Fisher, M.B., to No. 24 Sqdn., Kenley, 10.5.26.

Flight Lieutenant (Dental) P. E. Brown, to R.A.F. Depot, Uxbridge, on attachment from Army Dental Corps, 1.5.26.

Flying Officers: R. J. I. Bell, to R.A.F. Depot, Uxbridge, 4.5.26. J. P. Hederman, to Home Aircraft Depot, Henlow, 10.5.26; E. J. Mockler, M.B., to R.A.F. Reception Depot, West Drayton, 11.5.26. R. J. I. Bell, to No. 1 Flying Training Sch., Netheravon, 11.5.26.

NAVAL APPOINTMENT

The following appointment was made by the Admiralty on May 13:—*Lieut. (Flying Officer, R.A.F.)* H. E. Guerrier, to *Furious*, for full flying duties in No. 420 Flight (May 1).

IN PARLIAMENT

Fighting Forces Co-operation

SIR F. HALL, on May 3, asked the Prime Minister whether the Government have any information as to the arrangements adopted in America, France, Italy, Japan, and Germany to secure co-operation between the Army, the Navy, and the Air Services, with the object of ensuring the maximum of efficiency and economy; and whether he will arrange for a report embodying any information on the subject that is available to be prepared and circulated for the assistance of members well in advance of the issue of next year's estimates for the three Services?

SIR W. JOYNSON-HICKS: The answer to the first part of the question is in the affirmative. The Prime Minister will consider my hon. and gallant friend's suggestion.

Comdr. Bellairs: Would the right hon. gentleman represent to the Prime Minister that it would be better for us to have the information before the debate on the Ministry of Defence which has been promised the House?

SIR W. JOYNSON-HICKS: Yes, I will represent that to the Prime Minister.

Airships

SIR F. SYKES asked the Secretary of State for Air what alterations, if any, have taken place in the permissible performances of His Majesty's airships R.33 and R.36 respectively since they have been recommissioned in accordance with the policy of 1924; and, if such alterations have taken place, to what factors they are attributable?

SIR S. HOARE: As regards R.33, when this airship was completed in 1919 she was put through the normal acceptance tests and her speed, manoeuvrability, etc., ascertained and recorded. She is now an old airship and her performance has, no doubt, fallen off, but the precise extent of this falling off could not be ascertained without drastic trials to which it is not proposed to subject her. R.36 has not been recommissioned since 1921, and the question therefore does not arise in regard to her.

SIR F. SYKES asked for the publication of the scientific data acquired as the result of airship flights carried out during the past two years; whether this information has been supplied to the constructors of airship R.100; whether

further experimental flights are considered desirable before airship R.101 is laid down at Cardington, and, if so, whether the information derived therefrom will be supplied to the constructors of R.100 prior to the laying down of that airship; and whether arrangements have been concluded to ensure that R.100 and R.101 will be designed to use a common type of mooring mast and other ground facilities?

SIR S. HOARE: As regards the first part of the question, all scientific data of general interest acquired as the result of the airship flights carried out since 1924 will be published, but at present the data produced by the later experiments of 1925 have not been completely analysed. As regards the second part, the fullest possible information in this respect will be supplied to the constructors of R.100. As regards the third part, further experimental flights for the production of constructional data before R.101 is laid down are not considered necessary, and no question of supplying the information to the constructors of R.100 therefore arises. As regards the last part, the contract for the construction of R.100 provides that this airship is to be capable of being moored to the Air Ministry type of mast.

SIR F. SYKES asked whether accounts are being kept to distinguish between expenditure relating to the construction of His Majesty's airship R.101, expenditure on general airship research work, and expenditure on the repair, maintenance, and experimental flights of His Majesty's airships R.33 and R.36 respectively; whether he will state the expenditure incurred in respect of R.33 and R.36 respectively, since they were recommissioned in accordance with the policy of 1924; and what is the policy in regard to the use of these ships in the future?

SIR S. HOARE: The answer to the first part of the question is in the affirmative. As regards the second part, the direct expenditure on R.33 has been £77,000, including her reconditioning at the beginning of the programme, her repair after the break-away at Pulham, and all flying expenses. The expenditure on the partial reconditioning of R.36 with a view to her use for mooring-mast trials in Egypt, since cancelled, has been £13,500. As regards the last part of the question, it is under consideration to use the R.33 for further experiments with service aeroplanes, and it is not proposed at present to proceed further with the reconditioning of R.36.

London-Paris-Basle-Zurich Service

OWING to the general strike the commencement of the Imperial Airways London-Paris-Basle-Zurich air service had to be postponed. Now that the strike has been called off the regular daily services will be started with a machine from London to Zurich on May 21, returning from Zurich to London on May 22. There will be no Sunday service to or from Basle or Zurich. On the outward journey a machine leaves Hotel Victoria at 6.45 a.m. (B.S.T.), Croydon at 7.55 a.m., and arrives at Paris at 10.25 a.m., Basle at 1.55 p.m. (M.E.T.), and at Zurich at 3.15 p.m. (M.E.T.). The return times are as follows: Zurich aerodrome, dep. 4.20 a.m. (M.E.T.), Basle arr. 9.5 a.m., Paris arr. 12.45 p.m. (B.S.T.), Croydon arr. 4.15 p.m. The fares, single and return, are: London-Basle, £8 and £14 10s.; London-Zurich, £8 15s. and £15 15s.; Basle-London, 190 Sw. fr. and 350 Sw. fr.; Zurich-London, 215 Sw. fr. and 385 Sw. fr.

The King's Cup Air Race

THE race for the King's Cup will be held on July 9 and 10 next, and the regulations will be issued shortly. The Royal Aero Club announce that the longest leg of the course will not exceed 200 miles.

The Advantages of Flying

A MEMBER of a well-known firm of chemical manufacturers who was unable to be away from London for more than one day recently received an urgent call to a business conference in Nuremburg. He therefore hired an Imperial Airways fast machine and left Croydon at 6 a.m., and flew via Brussels, Cologne and Frankfurt, and arrived at Nuremburg at 1.50 p.m. The conference lasted until 3.10 p.m., when the passenger re-embarked and arrived back in London at 9.38 p.m., completing the distance of 1,200 miles in just over 15½ hours—by any other method this journey would have taken at least 80 hours.

AIR POST STAMPS

Italian World Flight Covers

BESIDES the Italian postcards carried by the Marchese de Pinedo between Calcutta and Rangoon, already referred to in this column, it appears that other batches of correspondence were transmitted by the Italian seaplane "Savoia" at various stages on its world flight, both officially and unofficially. Perhaps the most interesting of these mementoes are some fifty letters, etc., conveyed from Shanghai to Tokio with the sanction and co-operation of the Chinese post office. These were franked with the current 3 cents (sur-charged) stamp of China, and received the regulation Shanghai postmark, supplemented by a special two-line cachet lettered:—

FIRST AERIAL CHINA—JAPAN

By mischance, arrangements which had been made for the transmission of an aerial mail to Hong Kong and Rome on the return journey were rendered abortive by the civil war then raging in Southern China, so that a hundred letters intended for Major de Pinedo failed to reach the Italian Consulate at Shanghai until about 24 hours after he had departed for Hong Kong. A total of 93 letters bearing two addresses in Australia and impressed with a private cachet showing an outline map of India with an aeroplane inset, in violet, are stated to have been flown by the Italian seaplane from Calcutta to Melbourne, where they were handed over to the Italian Consulate. Although they each had two 1-anna Indian stamps affixed, these are uncanceled, and the covers do not appear to have passed through the post at any time. Owing to the refusal of his request for a donation to charity of 20 rupees for each letter carried, the Marchese de Pinedo had cut off that portion of the envelope which bore his autograph as a form of guarantee. The other halves of the envelopes were returned by the Italian Consul at Melbourne to the senders, who are members of the Aero Philatelic Club of India. Under the peculiar circumstances these fragments can only be regarded in the light of very unofficial souvenirs of this famous flight. We learn from another source that letters were carried by the "Savoia" between various towns in the Philippines, notably Zamboanga, Cebu, Antimonan, Manila and Aparri during August and September, 1925, but at the time of writing are without definite information as to the air-post markings by which they may be distinguished.

Tokio—Paris Aero Covers

ON reaching Le Bourget on September 28, 1925, the Japanese aviators Abe and Kawatchi delivered to the French postal authorities a packet of 82 letters, etc., which had accompanied them on their notable flight from Tokio by way of Corea, Manchuria, Russia and Germany. Bearing ordinary Japanese stamps of varying denominations, and the Tokio-Osaka-Ashahi postmark of July 7, 1925, these covers show, in addition, the imprint of a circular cachet with Japanese inscriptions round the circumference, and in the centre an aeroplane encircling the globe. At Le Bourget they were further impressed with the rectangular cachet of the "Services Navigation Aérienne."

Circuit of Europe Flight

ANOTHER interesting air post souvenir presents itself in the form of a letter carried on the aerial circuit of the capitals of Europe that took place from August 8 to 12, 1925. Only 24 covers are said to have been flown, all of which show the cancellations of Cheville, Warsaw, Bucharest, Belgrade, Constantinople, Moscow, Copenhagen and Le Bourget (Paris).

Air Stamps at Auction

REMARKABLE prices were realised by out-of-the-way items at the Third Air Post auction held at the Bond Street Galleries recently. For instance, one of 84 copies of the Chilean Figueroa vignette of 1919 showing a portrait of the pilot, on genuinely "flown-cover," was run up to £80, whilst an error of colour of the 3 marks German air post stamp, unused, fetched £85—only two examples being known. An unrecorded Tasmanian cover flown from Hobart to Launceston on September 3-5, 1919, went for £16, the highest bid, £91, being reserved for a "double and inverted" overprint upon the Tunisian air post stamp. Generally speaking, prices for standard pieces such as the Ross-Smith, Hawker, R.34, and the like were below the average, which suggests that the market is satiated for the time being. The grand total for the sale is said to have been in the neighbourhood of £1,000, which, all things considered, is not too bad for the third attempt.

NOTICES TO AIRMEN

Index.—April 1, 1926.

It is notified that the index dated October 1, 1925, is cancelled and a new index is published in its place. Application for this should be made to the Air Ministry.

Aintree (Liverpool) Aerodrome : Disposal of.

It is notified that the Aintree aerodrome (Liverpool) which, until recently, has been occupied by the A.D.C. Aircraft Ltd., has been sold, and extensive works are being opened up on the aerodrome site.

The attention of all pilots is drawn to the fact that it is now dangerous for aircraft to attempt to land at this place.

No. 14 of the year 1926.

Holland : Rotterdam Air Light.

It is notified that the air light situated in the N.E. corner of the Rotterdam (Waalhaven) aerodrome will, until further notice, exhibit a *fived* light, in lieu of a group occulting light as notified in the List of Air Lights for Holland, published on page 23 of A.P.M.S. 9.

(No. 16 of 1926.)

Fitting of Safety Belts.

It is notified that with reference to Article 14 of the Air Navigation (Consolidation) Order, 1923, as amended by Article 6 of the Air Navigation (Amendment) Order, 1925, attention is drawn to the fact that further Air Navigation Directions are shortly being issued which, *inter alia*, will require the fitting of safety belts for each person (including the pilot) carried in an open cockpit of a flying machine.

(No. 17 of 1926.)

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Royal Tournament Postponed.

OWING to the General Strike it has been necessary to postpone the Royal Tournament at Olympia, fixed for May 20 to June 5. The new dates are July 8 to July 24, and the opening luncheon will be held at Olympia on Wednesday, July 7.

Listening-in on an Air Liner.

AN interesting experiment was tried in an Imperial Airways Handley Page last month, when a portable wireless receiving set was installed and the passengers were able to hear every word of the speeches at the lunch to the Australians, Hotel Cecil. The speeches could be heard above the roar of the engines, and were picked up from both London and Daventry.

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NEW COMPANIES REGISTERED

AIRSHIP CLUBS, LTD., 3, Clifford Street, Bond Street, W.1.—Nominal capital of £100, in £1 shares. The objects are to promote, assist, and encourage aerial navigation in all its forms, the study of aeronautics, the development of all sciences, connected therewith and the construction of aerial conveyances of all kinds, to establish and maintain a club to be known as the Airship Club, etc. The subscribers (each with one share) are: G. Brewer, Commander F. L. M. Boothby, R.N. (retired), Lieut.-Col. W. Lockwood Marsh, — Cunliffe, A. F. de Moleyns, late Irish Guards and R.A.F. The first and all subsequent directors are to be appointed by the committee of the Royal Aero Club. Solicitors: Beaumont, Son & Regden, 33, Chancery Lane, W.C.2.

AUTO-CELLULOSE, LTD.—Registered office: Spon Lane, West Smethwick, Staffs. Capital £500, in £1 shares. Coach builders, motor painters, motor and aeronautical engineers, &c. First directors, H. B. Jeffrey, B. L. Austin, H. L. S. Heath and F. T. Keyte.

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